

IV. Appendices

Appendix A

Public Involvement Summary

Overview

The King County Comprehensive Plan calls for the Road Services Division to identify and prioritize transportation needs over the next several years. Public outreach in preparation for drafting the Roads Strategic Plan included the following efforts:

- In the spring of 2002, the division began public outreach by assembling a Community Advisory Group.
- During May of 2002, public outreach activities included mailing a brochure and questionnaire to 23,000 King County property owners, and hosting three public workshops and four information tables.

Community Advisory Group Membership

The Roads Strategic Plan Community Advisory Group (CAG) was formed in Winter 2001-2002 with the intention of obtaining broad participation from the county's unincorporated area councils (UACs), non-governmental organizations interested in King County's transportation issues, and a variety of individual residents and/or business people from throughout King County's unincorporated communities.

Each UAC was invited to provide a representative to serve on the advisory group; some were able to do so and others were not. In addition, the Master Builders Association, 1000 Friends of Washington, and the Transportation Choices Coalition were invited to provide representatives, and all three organizations did so. The remaining members of the CAG were individuals selected from both urban and rural unincorporated neighborhoods with an eye toward obtaining a diversity of perspectives as well as geography. The result was a strong, well-informed advisory group consisting of the following members:

- **Jim Becker**, Fall City
- **Barbara Eckley**, Juanita-Woodinville Way area
- **Sydney Elmer**, 1000 Friends of Washington
- **Joe Giberson**, Fairwood
- **John Huson**, Maple Valley Unincorporated Area Council
- **Jean Johnson**, Juanita-Woodinville Way area
- **Ron Johnson**, North Highline Unincorporated Area Council
- **Kevin Shively**, Transportation Choices Coalition

- **Sara Slatten**, Master Builders Association
- **Barbara Wilson**, West Hill Unincorporated Area Council
- **Paul Witt**, Fairwood/Fire District 40
- **Pat Young**, North Bend

Community Advisory Group Process

The CAG met nine times between February and October 2002. During the first six meetings, King County staff members presented overviews on pertinent topics, including land use planning, finance and budget, congestion, safety and maintenance, environmental issues and alternative transportation options. During each of these meetings, CAG members discussed key issues and provided feedback from a community perspective to staff members. Members also attended the public meetings and staffed information tables, and later reviewed and helped the division “digest” public comments and questionnaire responses.

In June 2002 the CAG formulated guiding statements as their preliminary recommendations. Division staff used this guidance, as well as other public input, in developing a preliminary discussion draft of the Roads Strategic Plan, which was mailed to CAG members in September. In October, CAG members had an opportunity to provide their comments on the discussion draft either in person, by email, or by phone. These comments, together with extensive internal county feedback, were then used to revise and refine the plan.

Brochure/Questionnaire and Public Event Participation

The division conducted a broader public involvement effort at the same time as, and in coordination with, the CAG process. In Spring 2002 the division produced a brochure that explained the Roads Strategic Plan project and contained a questionnaire to collect public feedback on the importance of various transportation services and issues. A copy of that brochure and questionnaire is included at the end of this Appendix (see page A-5). The brochure/questionnaire was mailed to approximately 23,000 households selected from a database of property owners in unincorporated King County. It was also distributed at public outreach events. The questionnaire was considered an information-gathering tool, not a statistically valid survey. It provided a great deal of information about public opinions, concerns, and thoughts about transportation issues.

The division received 1,066 responses to the questionnaire, which represents a 4.6 percent return. Of these, 34 responses were submitted via the project web site. For direct mail questionnaires, a 2 percent return is considered a “good” response, so the response rate was highly satisfactory.

In addition to filling out the survey, 717 respondents provided written comments. These proved to be extremely interesting and useful feedback since they addressed a full range of transportation and services issues that were on the respondents’ minds.

The section also received six letters, two comment sheets, 13 worksheets in which people indicated how they would allocate funding among different transportation improvements, and one phone call. Although the public workshops held in White Center, North Bend, and Auburn drew few participants, the information tables staffed at public places in Duvall, Fairwood, Kingsgate, and Vashon Island reached about 250 people.

Questionnaire Results

- Eighty-four percent of the respondents said that improvements to intersections and signals to speed traffic flow and ease congestion were “very important” or “important.”
- Other important areas of concern were major maintenance (74 percent said it was “very important” or “important”); safety improvements (70 percent), minor maintenance (66 percent); and adding lane capacity (66 percent).
- Of somewhat lesser importance were pedestrian improvements (51 percent), improvements that make it easier to use the bus (42 percent), and bicycle facilities (35 percent).
- Least important to respondents were improvements to appearance, such as landscaping. Only 12 percent said this was a “very important” or “important” area.

Questionnaire results were subdivided into the following groups: rural, urban, east King County, south King County, Seattle/North Seattle vicinity, Vashon Island, Commuters-10 miles and less; Commuters-11 miles and more. Results in some of these categories reflect small deviations from the overall results.

Forty-eight percent of more than 700 individual written comments related to traffic congestion, including specific suggestions for ways to improve traffic flow. The remaining comments related to alternative transportation modes (18 percent), maintenance (11 percent), safety (10 percent), and other issues (13 percent).

Conclusion

The community advisory group provided in-depth input and feedback that were invaluable to development of the Roads Strategic Plan. The questionnaire and information tables in public places such as grocery stores and libraries provided a complementary opportunity to collect input from a very broad range of residents, property owners, and other members of the community. The brochure/questionnaire was successful in reaching a large number of households and soliciting input on several key topics. The information tables provided an excellent opportunity for county staff to talk one-on-one efficiently with a large number of people in a way that was very convenient for the public.

The information gathered from these public outreach efforts played a major role in the evolution of the plan, which is intended to be responsive to the important themes and areas of concern that emerged during the outreach process. Further input on the plan or on other road issues is welcome and can be directed to:

King County
Department of Transportation
Road Services Division
MS KSC-TR-0313
201 S. Jackson Street
Seattle, WA 98104-3856
(206) 296-6590



ROADS STRATEGIC PLAN

Inside you will find:

- The challenges facing the county and its approach to road planning
- **A questionnaire to fill out and mail back to us**
- How to contact county transportation staff for more information

**Help King
County set
priorities for
roads**

King County's Comprehensive Plan 2000 calls for the Department of Transportation Road Services Division to identify and prioritize transportation needs over the next several years. To help develop the best Roads Strategic Plan possible, the Road Services Division is asking residents of unincorporated King County to share their thoughts about maintaining and improving our road system.

Transportation is a critical issue affecting our quality of life and our economy. Aging infrastructure, tighter budgets, changing communities and increasing traffic all require that we plan the future with exceptional care and efficiency. In light of these circumstances, we would like your input on setting the goals, strategies and actions that will guide future county road projects and programs.



Please join us for one of the following information tables or community workshops:

Community Workshop

Wednesday, May 8, 6:30 to 8:30 p.m.
Evergreen High School
830 SW 116th, Seattle

Information Table

Saturday, May 11, 10 a.m. to noon
Duvall Safeway
14020 Main Street NE, Duvall

Community Workshop

Tuesday, May 14, 6:30 to 8:30 p.m.
Mount Si Senior Center
411 Main Avenue South, North Bend

Community Workshop

Thursday, May 16, 6:30 to 8:30 p.m.
Auburn Senior High School, North Cafeteria
800 Fourth Street NE, Auburn

Information Table

Saturday, May 18, 10 a.m. to noon
Kingsgate Library
12315 NE 143rd, Kirkland

Information Table

Saturday, May 18, 1:00 to 3:00 p.m.
Fairwood Library
17009 140th SE, Renton

Information Table

Monday, May 20, 6:30 to 7:30 p.m.
Chataqua Elementary School
9309 SW. Cemetery Road, Vashon
(in conjunction with the Vashon-Maury Island Community Council meeting)



Neighborhood improvements play a big part in King County road programs.

Growing Communities – Changing Circumstances

King County is now home to more than 1.7 million people—15% more than in 1990. Approximately 350,000 of them live in unincorporated King County, where the Road Services Division has direct responsibility. Road Services must meet the transportation needs of both urban and rural communities.

The County's responsibilities are complicated by the incorporation of ten new cities over the past decade and the ongoing annexation of land into existing cities. The result is a road network under the care of many different jurisdictions. For example, the road you take to work, school or shopping may start out as a county road, pass through one or more adjacent cities where it becomes the responsibility of that city's street department, and possibly even connect with a state highway.

This fragmented pattern is common throughout our communities, making it vital that King County work with other jurisdictions to develop coordinated regional transportation solutions.

Now More than Ever

Maintaining and improving King County's roads in today's environment is increasingly challenging because:

- traffic congestion has reached critical proportions in many areas;
- our roads and bridges are aging and need substantial maintenance or replacement;
- older infrastructure may not meet today's standards or take advantage of technology improvements;
- many communities need safety upgrades such as sidewalks;
- road projects may cost more and take longer to complete today because of commitments to protect the environment and respond to neighborhood concerns.

Therefore, the county must develop new guidelines for making decisions about spending transportation dollars.



King County's aging infrastructure requires major repair or replacement throughout the county.

What We Propose to Do

The Road Services Division needs to obtain public input now—early in the process—to produce a Draft Roads Strategic Plan by Fall 2002. The Draft Plan will propose the strategies and specific actions we can take to:

- maintain and improve road safety;
- ease congestion;
- repair and maintain roads and bridges;
- provide more travel options;
- use public funds efficiently and effectively.

In 2003, we will use the final Roads Strategic Plan to create an updated list of our most important roadway needs.



**A Community Advisory Group
is meeting to discuss the
Roads Strategic Plan issues.**

Where you come in

This brochure and questionnaire is just one part of the Road Services Division's public outreach efforts. It has already assembled a Community Advisory Group (CAG), which meets regularly, and the division is planning several public workshops and information tables in May.

To assure that your concerns are heard, please fill out and return the attached questionnaire and attend one of Road Services Division's workshops in May.

For more information on the King County Roads Strategic Plan, please contact Barbara de Michele, community relations planner, at 206-263-3792 (voice), 206-684-1682 (TTY), 206-263-3489 (fax), or barbara.demichale@metrokc.gov (email). You may also write her at King County Transportation Community Relations, KSC-TR-0824, 201 S. Jackson St., Seattle, WA 98104-3856, or visit our web site at: <http://www.metrokc.gov/kcdot/tp/roads/strategicplan/>

Roads Strategic Plan Questionnaire

You can help King County Road Services Division prioritize its construction and maintenance needs by filling out this postage-paid questionnaire. Please answer the questions, tear this page off at the dotted line, fold, tape and mail it back to us by **Friday, May 24**. Do not use staples, please.

1. King County Road Services Division is responsible for a wide variety of road projects and programs. Please indicate how important each of the following is to you:

a) Addition of new lanes to existing roads to increase road capacity

☐ Very important ☐ Important ☐ Somewhat important ☐ Not important ☐ No opinion

b) Improvements to intersections and signals to speed traffic flow and ease congestion

☐ Very important ☐ Important ☐ Somewhat important ☐ Not important ☐ No opinion

c) Road safety improvements to help reduce accidents

☐ Very important ☐ Important ☐ Somewhat important ☐ Not important ☐ No opinion

d) Major maintenance projects, such as repaving existing roads and repairing bridges

☐ Very important ☐ Important ☐ Somewhat important ☐ Not important ☐ No opinion

e) Minor maintenance, such as pothole patching, road-side mowing, stripe painting and sign repair

☐ Very important ☐ Important ☐ Somewhat important ☐ Not important ☐ No opinion

f) Pedestrian improvements that make walking safer and more appealing

☐ Very important ☐ Important ☐ Somewhat important ☐ Not important ☐ No opinion

g) Bicycle facilities that make bicycling safer and more appealing

☐ Very important ☐ Important ☐ Somewhat important ☐ Not important ☐ No opinion

h) Road improvements that make it easier to use the bus

☐ Very important ☐ Important ☐ Somewhat important ☐ Not important ☐ No opinion

i) Improvements to road appearance, such as landscaping, street trees, medians, and other design features

☐ Very important ☐ Important ☐ Somewhat important ☐ Not important ☐ No opinion

2. What else would you like to tell decision-makers about the road issues that are important to you?

3. Please tell us about yourself. How do you normally get to work or school?

☐ Single-occupant Vehicle ☐ Carpool/Vanpool ☐ Bus/Train ☐ Ferry ☐ Bike ☐ Walking

Other _____

Approximately how far is your normal commute to work/school? _____ miles

Please give us your home zip code so we can determine how questionnaire responses are distributed throughout the county. This information will NOT be used to identify you in any way. **Home Zip Code:** _____

Thank you! The information you have provided will be used to help set goals, strategies and action steps in the Roads Strategic Plan.

Appendix B

Glossary of Terms

American Association of State Highway and Transportation Officials (AASHTO): A nonprofit, nonpartisan association representing highway and transportation departments in all 50 states, the District of Columbia, and Puerto Rico. It represents all five transportation modes: air, highways, public transportation, rail, and water. Its primary goal is to foster the development, operation, and maintenance of an integrated national transportation system.

Archeological resources: Any material remains of human life or activities which are of archaeological interest. This shall include all sites, objects, structures, artifacts, implements, and locations of prehistoric or archaeological interest, whether previously recorded or still unrecognized, including, but not limited to, those pertaining to prehistoric and historic American Indian or aboriginal burials, campsites, dwellings, and their habitation sites, including rock shelters and caves, their artifacts and implements of culture such as projectile points, arrowheads, skeletal remains, grave goods, basketry, pestles, mauls, and grinding stones, knives, scrapers, rock carvings and paintings, and other implements and artifacts of any material (WAC 25-48-020).

Arterial: Categories of roads that fall between highways and local roads in functional classification systems. Arterials typically have higher speed limits and more stringent traffic control measures at intersections (e.g., traffic signals or stop signs) than local roads, but lower speeds than highways.

Arterial functional classification: The division of an arterial road system into a number of categories or groups based on service characteristics having to do with the movement of traffic and access to adjacent development.

Best management practices (BMP): Schedules of activities, prohibitions of practices, maintenance procedures, and other management practices to prevent or reduce pollution. BMPs may also include treatment requirements, operating procedures, and practices to control site runoff. BMPs have been developed for many types of activities, including project construction and maintenance, stormwater management, agriculture, industrial procedures, and soil management.

Bicycling Guide Map: A map that provides information about the conditions of major roads and trails throughout King County for bicycling. The Guide Map includes variables such as traffic volumes, road conditions, and grades as well as transit connections, landmarks, and trail access points.

Capacity: A measure of the supply side of a transportation facility. It reflects the ability of the transportation facility to accommodate a moving stream of people or vehicles.

Capital Improvement Program (CIP): A six-year program of road improvement projects intended to provide safe, efficient, and environmentally sound transportation facilities for the traveling public.

Citizen Action Request Tracking System (CARTS): A database of citizen-generated road maintenance requests used to promptly address field maintenance issues.

Commute trip reduction (CTR): Programs that give commuters resources and incentives to reduce their automobile trips. CTR programs typically includes strategies to reduce drive-alone commuting, such as commuter financial incentives (e.g., transit allowances), rideshare matching, parking management, alternative scheduling (e.g., flextime and compressed work weeks), telecommuting, and encouragement of walking and bicycling along with facilities improvements. Washington state law establishes CTR programs in the state's nine most populated counties.

Comprehensive plan: A generalized, coordinated land use policy statement of the governing body of a county or city pursuant to the Growth Management Act. Each comprehensive plan includes a plan, scheme, or design for land use, housing, capital facilities, utilities, rural areas, and transportation.

Congestion management system: A system that combines information, reporting, and strategies designed to alleviate congestion and enhance the mobility of persons and goods. The information can include various types of data (accidents, traffic volumes, travel speeds, etc.) that provide information on transportation system performance.

Countywide planning policies (CPP): Policies required by growth management legislation that provide a framework for consistency among comprehensive plans in King County.

Cultural resources: These include archaeological resources, historic resources, and places of traditional significance to cultural groups such as Native Americans.

Critical segment: Segments representing portions of select arterials in the Transportation Concurrency Management Program that have volume-to-capacity ratios of 1.1 or more during the peak period and carry more than 30 percent of the one-way peak-period vehicle trips from a proposed non-residential development or from a concurrency zone for residential development.

Destination 2030: A transportation action plan for the central Puget Sound region of Washington State. On May 24, 2001, it was unanimously adopted by the Puget Sound Regional Council's General Assembly, which includes representatives from central Puget Sound counties, cities, towns, ports, and transportation agencies.

Eastside Transportation Partnership (ETP): A cooperative effort of elected officials and high-level representatives from the public and private sectors to address common

transportation issues in east King County. ETP is one of three subarea transportation forums coordinated by the King County Department of Transportation.

Endangered Species Act (ESA): An act adopted by US Congress in 1973 to provide a means whereby ecosystems upon which endangered and threatened species depend may be conserved and to provide a program for the conservation for such endangered and threatened species.

Equestrian communities: While equestrian uses are permitted throughout the rural area, the King County Comprehensive Plan identifies certain designated equestrian communities where continued equestrian uses are especially supported.

Existing transportation needs: Needs associated with households and businesses in existence at the time of comprehensive plan adoption.

Federal Highway Administration (FHWA): An agency that provides direction and oversight of federally funded roadway projects, including state and local projects that receive federal funding.

Flexible budgeting: A budgeting mechanism by which dollars associated with delayed or stalled projects that are budgeted in the current year may be traded with other projects that are programmed later in the six-year program if those other projects are ready to move forward.

Freight Action Strategies (FAST): An innovative partnership composed of transportation agencies, ports, cities, economic development organizations, and trucking, rail, and business interests working to streamline the movement of freight through the central Puget Sound region of Washington State.

Functional classification: See Arterial Functional Classification

Functional plans: Detailed plans for facilities and services. Some functional plans are operational or programmatic, which means they guide daily management decisions. Others include specific details of facility design and location and must be consistent with the King County Comprehensive Plan and development regulations. Functional plans are prepared by King County, independent special purpose districts, or other public and private agencies.

General obligation bonds: Municipal securities secured by the issuer's pledge of its full faith, credit, and taxing power.

Geographic information system (GIS): Computerized information system that combines spatial mapping and database management to provide a wide range of mapped information and analysis opportunities.

Growth Management Act (GMA): In 1990, the Washington State Legislature passed the State Growth Management Act (ESHB 2929). The Act calls for urban counties and cities in the state to develop comprehensive plans to guide growth management decisions for at least the next decade. Amendments to the Act in 1991 require that counties, working with the cities within their boundaries, develop countywide planning policies to provide a common vision of the future to serve as the framework for all comprehensive plans throughout the county.

Growth Management Planning Council (GMPC): Established by an interlocal agreement, this 15-member council of elected officials from Seattle, suburban cities, and King County is responsible for preparing and recommending the countywide planning policies to the Metropolitan King County Council, which adopts the policies and sends them to the cities for ratification.

HAL/HARS: A list of 100 high-accident locations (HALs) and 50 high-accident road segments (HARS) in unincorporated King County, maintained by the Road Services Division as part of its ongoing safety management program. HALs are located at arterial intersections, and HARS consist of arterial roadway segments.

Haro study: *A Liability Analysis of the Traffic Engineering Functions of King County*, William Haro, January 1999.

Heritage corridor: A transportation corridor known for its natural, scenic, cultural, historic, recreational, or archaeological resource values irrespective of jurisdictional boundaries and ownership. In general discussion, this term is sometimes used synonymously with “scenic byway.”

High occupancy vehicle (HOV): Motor vehicle carrying two or more persons.

Historic resource: A district, site, building, structure, or object significant in national, state, or local history, architecture, and culture (KCC 20.62.020).

Incorporated areas: Areas within a city or a city’s jurisdiction. King County contains 39 incorporated cities.

Intelligent transportation system (ITS): The application of advanced technologies to improve the efficiency and safety of transportation systems.

King County Metro Transit Division: Official name of King County’s public transportation agency, often referred to as Metro. Like Road Services, Metro Transit is a division of the King County Department of Transportation.

Level-of-service: A measure of a roadway’s operating conditions under a given demand. Transportation level-of-service is a qualitative measure, graded A through F, describing the operational conditions based on both design capacity and actual traffic volumes.

Lifecycle cost: A calculation of the cost of a system over its entire lifecycle.

Maintenance: Activities that ensure that the right-of-way and each type of roadway, roadway structure, and facility remains, as nearly as practical, in its original, as-constructed condition or subsequently improved condition.

Maintenance Monitoring and Reporting System: A Road Services Division system designed to assist in planning and managing road maintenance by monitoring and reporting on the condition of road pavement.

Metropolitan planning organization (MPO): A regional agency representing local governments for programming and planning under federal mandates and regulations. The Puget Sound Regional Council is the MPO for the central Puget Sound region of Washington State.

Mitigation (environmental): Projects or activities intended to correct or compensate for anticipated adverse effects to the environment caused by a capital project or maintenance activity. Mitigation is often required as a condition of project regulatory permitting.

Mitigation payment system: A system that establishes a requirement that new growth and development pay a proportionate share of the cost of supporting needed transportation improvements. The proportionate share is related to the cost of transportation facility improvements needed by the new development.

Metropolitan Transportation Plan (MTP): A detailed, long-range transportation plan that guides future regional investments and responds to various state and federal legal mandates. *Destination 2030* is the Metropolitan Transportation Plan for the Central Puget Sound Region.

Metropolitan Transportation System (MTS): The federally recognized regional transportation system within the four-county (King, Pierce, Snohomish, and Kitsap) central Puget Sound region. It includes road, ferry, transit, non-motorized, freight, rail, and aviation components and is used to certify regional air quality compliance and provide a basis for federal funding. The MTS is identified in the Metropolitan Transportation Plan, *Destination 2030*.

Mode split: The proportion of total trips using various forms or modes of transportation, e.g., single-occupant vehicles, transit, carpools, bicycles, walking, and other modes.

Multifamily: Structures with more than one household unit. Multifamily housing includes duplexes, apartments, and condominiums.

Multimodal: Having more than one transportation mode such as auto, bus, rail, bicycle, etc.

National Environmental Policy Act (NEPA): Spells out the federal environmental review process applicable to projects and activities that are sponsored or funded by the federal government.

Neighborhood business centers: Shopping areas that offer convenience goods and services to local residents. They primarily contain retail stores and offices.

Neighborhood Enhancement Program (NEP): A program that implements neighborhood traffic and safety projects in unincorporated King County.

Neighborhood Traffic Safety Program (NTSP): A program that provides Sheriff's officers to work with local neighborhoods in unincorporated King County to address traffic-related complaints.

Non-motorized: Describes modes of transport that do not require powered vehicles, including walking, bicycle, and equestrian modes. In the Roads Strategic Plan, non-motorized frequently refers to bicycle and pedestrian modes.

Operating program: The part of the division's budget that is not related to capital expenditures. Its activities include administration, maintenance, and traffic operations.

Pavement condition levels: Numerical standards for rating the condition of pavement used in the Maintenance Monitoring and Reporting system.

Potential annexation area (PAA): An area in unincorporated King County that is adjacent to a city and is expected to be annexed by the city, and to which that city will be expected to provide services and utilities, within the next two decades.

Preservation: Specialized maintenance activities that serve to extend the originally estimated life of a roadway, roadway structure, or facility, but that do not increase its capacity or efficiency.

Puget Sound Regional Council (PSRC): The federally designated Metropolitan Planning Organization and central Puget Sound's regional transportation planning organization under the Washington State Growth Management Act. The PSRC is responsible for regional transportation planning in the four-county region comprised of King, Pierce, Snohomish, and Kitsap counties.

Regional Arterial Network (RAN): An identified system of regionally significant roads within King County that are critical to the movement of goods and people; a network of multimodal corridors essential to countywide mobility for transit, freight, and general-purpose traffic.

Regional Freight Mobility Roundtable: A nationally recognized public-private forum that defines and recommends actions that serve freight mobility needs in and through central Puget Sound.

Regional transportation planning organization (RTPO): An agency designated by state law to ensure that regional transportation and land-use plans are integrated and state, regional, and local transportation plans are consistent. In urbanized areas, the RTPO is the same as the metropolitan planning organization designated for federal transportation planning purposes. The PSRC is the designated RTPO for the central Puget Sound region.

Right-of-way: Land, property, or property interest (e.g., an easement), usually in a strip, acquired for or devoted to transportation purposes.

Road: A facility that provides public or private access, including the driving surface and all other improvements (such as sidewalks, paths, landscaping, drainage pipes, etc.) inside the right-of-way. NOTE: “Road”, “Street”, and “Roadway” will be considered interchangeable terms for the purpose of this plan.

Road Safety, Rehabilitation, and Retrofit Program: A program that targets funds to capital improvements that are needed to meet current safety standards and to maintain existing, aging infrastructure in unincorporated King County.

Rural cities: Incorporated areas in the rural parts of King County whose local governments are involved in the region’s planning processes on an equal legal basis with the suburban cities and Seattle. The incorporated rural cities are Black Diamond, Carnation, Duvall, Enumclaw, North Bend, Skykomish, and Snoqualmie.

Safety management system (SMS): A system that integrates transportation safety and emergency services, law enforcement, and education into a single system for managing road and street safety. The primary goal of a SMS is to reduce the number and severity of roadway collisions, transportation-related injuries, and property damage.

Seashore Transportation Forum: A cooperative effort of elected officials and high-level representatives from the public and private sector that addresses common transportation issues in the Seattle/North King/South Snohomish County area. Seashore is one of three subarea transportation forums coordinated by the King County Department of Transportation.

Selective Traffic Enforcement Program (STEP): A program that provides traffic law enforcement on major arterials throughout unincorporated King County. STEP is coordinated between the Road Services Division and the King County Sheriff’s Office.

Scenic byway (or Byway): A designated transportation route that provides an enjoyable experience for travelers and is associated with significant natural and cultural resources.

Scenic resources: Landscapes or vistas, natural or built, that are aesthetically appealing and viewed from a point of reference.

Single occupancy vehicle (SOV): Motor vehicle with only occupant.

South County Area Transportation Board (SCATBd): A cooperative effort of elected officials and high-level representatives from the public and private sector to address common transportation issues in south King County. SCATBd is one of three subarea transportation forums coordinated by the King County Department of Transportation.

State Environmental Policy Act (SEPA): The Washington State environmental review process administered by King County in conjunction with the Washington State Department of Ecology.

Stewardship: The act of assuming responsibility for the protection, enhancement, and conservation of the natural, scenic, cultural, historic, archeological, and recreational resources of one's environment.

Traffic calming: Traffic control measures such as traffic circles, elimination of center striping, and on-street parking that tend to reduce the speed of traffic.

Traffic control center: A system of remote traffic device control, video surveillance, and real-time data collection that allows traffic engineers to remotely and quickly review traffic conditions and provide current and accurate information about those conditions to other agencies and to the public via the Internet and variable message signs. Information collected at traffic control centers also helps staff members identify problems as they occur and make changes to traffic signal systems that result in better traffic flow and less congestion.

Traffic signal interconnection: The adjustment of the amount of traffic signal green time for each street and coordination of operation between each traffic signal to maximize traffic flow and minimize delay. Adjustments are based on real-time changes in demand.

Transit Capital Improvement Program: The Metro Transit Division's six-year program of capital projects for transit.

Transit supportive development (or transit oriented development): A mixed-use community or neighborhood surrounding a transit station, stop, or route that is designed to encourage transit use and pedestrian activity. It usually is developed with sufficient population density to support transit service, a mix of uses within walking distance of one another, and pedestrian-oriented design characteristics.

Transportation adequacy measure (TAM): The county's method for measuring the level-of-service performance of its transportation system; a calculated index of the quality of transportation experienced by travelers.

Transportation Certificate of Concurrency: An official notice issued to a developer by the King County Department of Transportation indicating whether there is adequate capacity on the transportation system to accommodate the forecast traffic associated with the proposed development. It is required as part of the development review process to show that adequate transportation facilities are available to serve growth.

Transportation Concurrency Management System: A system established by ordinance to assure that adequate transportation facilities are available to meet the requirements of new development in King County. It requires transportation improvements or strategies to be in place at the time of development or financial commitments to be made to complete the improvements or strategies within six years.

Transportation corridor: A broad geographical band following a general directional flow connecting major sources of trips. It may contain one or a number of streets, highways, and transit route alignments.

Transportation Needs Report (TNR): The King County long-range transportation capital needs list and the transportation capital facilities element of the King County Comprehensive Plan.

TransValley Area Study: A study conducted through a partnership between King County; the cities of Kent, Renton, SeaTac, and Tukwila; the Port of Seattle; the Puget Sound Regional Council; and the Washington State Department of Transportation that identifies transportation solutions on a number of priority corridors in south King County.

Transportation demand management (TDM): Strategies and actions undertaken by government, transit agencies, and other organizations to reduce demand on the transportation network. TDM usually focuses on reducing single-occupant vehicle use or drive-alone commuting. Examples include strategic provision of transit services and park-and-ride lots, downtown vehicle parking restrictions, and encouragement of alternative transportation modes such as bicycling and walking..

Travel demand forecasting model: Computer model used to predict the impacts of various development patterns, policies, and programs on future traffic volumes in King County.

Unincorporated area: An area not within any city and under the jurisdiction of King County.

Unincorporated Area Councils (UACs): Councils representing the residents, business owners, and property owners in each of six unincorporated areas in their dealings with the government of King County and other entities with respect to issues affecting them and their property. The six UACs are: Four Creeks, Greater Maple Valley, North Highline, Upper Bear Creek, Vashon-Maury Island, and West Hill.

Urban growth area (UGA): The area designated by a county pursuant to the State of Washington Growth Management Act to accommodate 20-year growth projections. As generally defined in state law, such areas are those within which urban growth shall be encouraged and outside of which growth can occur only if it is not urban in nature.

Vehicle mix: The percent of vehicle types, e.g., automobiles, trucks, recreational vehicles, buses, etc., that comprise traffic flow.

Volume to capacity (V/C) ratios: The ratio of traffic flow volume (number of vehicles) to the vehicle carrying capacity of a road facility.

WSDOT: Washington State Department of Transportation.